

WOULD SIMPLIFY ROAD MAKING LAWS

Highway Association Working
to Reconcile Con-
tradictions.

FOR UNIFORM LEGISLATION

And to Eliminate All Obsolete
and Useless Regu-
lations.

Road laws which have been on the statute books of various States for more than a hundred years will probably be repealed as a result of the movement which has been inaugurated by the American Highway Association in conjunction with the American Bar Association. The committees appointed by the two associations have prepared through the co-operation of the United States Office of Public Roads a complete literal compilation of the road laws of all the States, as well as the laws relating to indebtedness, the use of convict labor and various other subjects which have a bearing upon the management of the public roads. An index chart for these various laws is now being prepared and as soon as it is completed the committees will determine upon the lines along which revision will be sought. The Governors of the various States will then be asked to recommend to the legislatures as they meet the appointment of special committees to confer with the committees of the American Highway Association and the American Bar Association with a view to the revision of existing road laws.

The committee of the American Highway Association was appointed at the American road congress held at Detroit in 1913, and is composed of F. T. C. Colburn, president Michigan State Good Roads Association; chairman, A. B. Fletcher, State Highway Engineer of California; A. N. Johnson, State Highway Engineer of Illinois; J. E. Pennybacker, former secretary American Highway Association and now chief of the division of road economics of the United States Office of Public Roads; and Frederick E. Williams of Albany, N. Y. Mr. Williams is also chairman of the special committee appointed by the American Highway Association to cooperate with the American Bar Association. These two committees are in turn cooperating with the committee on uniform legislation of the Bar Association of which Charles Thaddeus Terry of New York is chairman.

The first step in the revision of the State road laws will be to recommend that all obsolete, useless or unnecessary road laws be repealed. The next step will be to simplify and arrange in logical order the existing necessary road laws. The committee has found that in some of the States an accumulation of road laws running back over a century has created almost hopeless confusion. Certain basic features of good administration will be urged by the joint committee, such as the payment of road taxes in cash; the elimination of a multitude of unnecessary road officials now characteristic of many of the States; the requirement of skilled supervision in the construction and maintenance of roads by providing qualification tests; the constant employment of highway engineers or superintendents; the adoption of the appointive rather than the elective method; the substitution of continuous maintenance for the present intermittent method; the proper utilization of convict labor where climate and other conditions warrant its use on the public roads for the preparation of road materials; the general adoption of the principle of State aid and supervision; the proper safeguarding and securing of road funds.

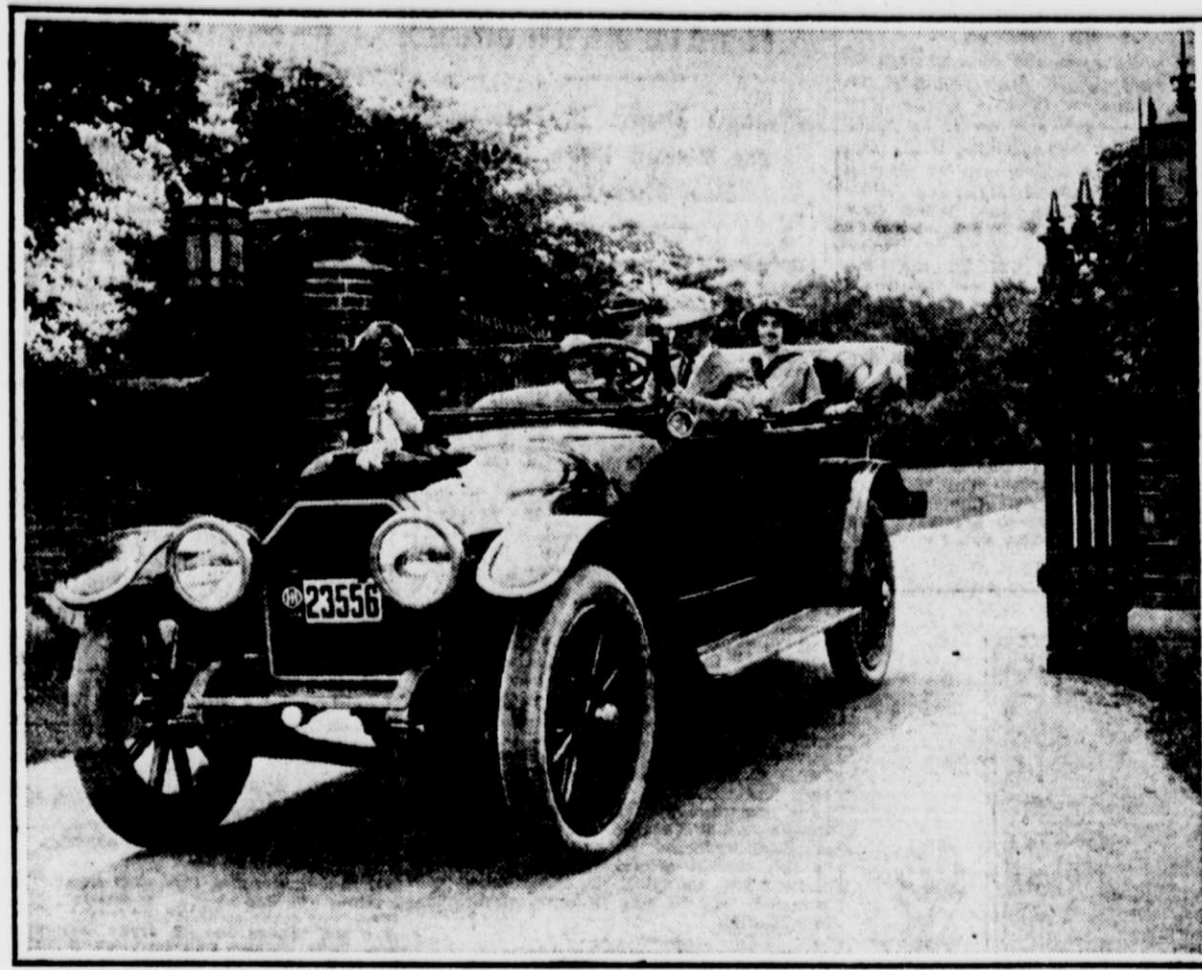
Wherever practicable uniformity among the road laws of the various States will be urged by the committee, as it is realized that the traffic is now controlled by economic conditions rather than by State lines and should not be hampered by conflicting laws of the various States. It is expected that an interesting report will be made by the joint committee at the fourth American road congress, which will be held at Atlanta, Ga., November 9-14, 1914. The American Bar Association will participate in the congress and will devote its energies to the subject of legislation. The annual road congress is an important and more the actual participation of great organizations, whose work bears in some essential respects upon the road movement. At this year's congress the National Civil Service Reform League will have charge of a special session devoted to the merit system in road administration, thus following closely the lines of legislative reform already inaugurated.

CHANGES IN PULLMAN.

Hayden and Conrad Become Part of the Selling Force.

The Pullman Motor Car Company of York, Pa., announces several changes in the administrative force. H. W. Hayden is general manager and H. W. Conrad is sales manager. Both these men are old hands. Hayden has been identified with the engineering, factory and financial departments of the automobile business since 1908. The 1915 Pullman Little Six has arrived and the Stewart Automobile Company, New York distributors for the Pullman, report an increase in sales.

DUCHESS RIDES ON HOOD OF STEARNS-KNIGHT



Garbed in motorist headgear, this dog delights to sit on the spot usually occupied by bears, deer and other metallic emblems. Mrs. M. Meserow of Cleveland is the owner of Duchess.

INTERESTING HISTORY BACK OF BRISCOE CAR

Its Sponsor, a Pioneer in Industry, Has Had Wide Experience.

Some interesting history is back of the new car which has been named the "Briscoe." Its sponsor and namesake is the same Briscoe who founded the Briscoe Manufacturing Company, who with David Buick built the first Buick car, who with J. D. Maxwell founded the Maxwell-Briscoe Motor Company and who with Horace De Lise, organized the Ajax-Grieb Hubber Company. In the fall of 1912 Mr. Briscoe went to France, taking with him two American engineers. There, collaborating with French and German engineers, he was able successfully to work out his ideas unhampered by any distracting influences. His first car was running in May of the next year. It was "banged around" unreservedly and cruelly, and while only a few minor changes were found advisable yet a second and a third car were successively constructed.

The first American made Briscoe cars were turned out the first part of last April. These were thoroughly submitted to strenuous tests, and these tests of the American cars were productive of results equal in all respects to the splendid records made by the models originally constructed in France.

A regular production of cars was begun at factories in Jackson, Mich., last May. Even when some good friends in Detroit were expressing themselves as hopeful that this car might make its appearance some time during the latter part of the year the factory was actually turning out several cars each day. The production is now from ten to fourteen cars each day, and it is expected that by August 15 at the latest what the company terms its "standard production," of twenty to thirty cars a day, will be reached.

OAKLAND DEALERS MEET.

See 1915 Models of Their Make at Annual Convention.

At the recent July convention of branch managers and branch houses of the Oakland Motor Car Company, held at the Pontiac, Mich., factory every section of the country was represented. There was a four days conference in which the "big together" and "get acquainted" spirit predominated, for although this is an annual event it is the first meeting of the new organization which General Sales Manager Warner has built up, and there were many new faces to be seen.

Vice-President and General Manager C. W. Nash, who is also president of the General Motors Company, opened the conference with an address at the first business meeting. The new 1915 Oakland was driven before the assemblage for their first glimpse of the new models and a talk was given by N. E. Wamborg, chief engineer of the Oakland company, who designed the 1915 cars. He called attention to the many new improvements and refinements which have been brought out.

OVERLAND IN ICELAND.

Roads Not Boulevards—Toledo Made Car Was Pioneer There.

Iceland, "where the moss drops come from," furnishes difficulties enough to discourage the most optimistic American motorist. There are few roads worthy of being dignified by the name, and gasoline stations are practically unknown. Before the advent of three Overland automobiles all of the traveling on the island was done on foot or horseback, as the entire country is of bare volcanic rock.

The first car owned in the land of the northern lights was a special landaulet body mounted on a current model Overland chassis, purchased from the Overland agency recently opened at Reykjavik, Iceland. It was the first self-propelled vehicle ever operated in the country. The demonstration made by this car in actual operation over every path of the island was followed by two more orders from residents of the frozen country.

TIRES NEED REGULAR INFLATION ON HOT DAYS

They Should Be Kept at Same Pressure in Summer as in Winter.

Take this advice and avoid driving with tires underinflated in hot weather. On the theory that the heat of the sun and hot roads would expand the air, increase the pressure and burst their tires, some motorists run their cars with tires far too soft. Tire makers and some users know that there is no ground for this fear and that the man who underinflates his tires in hot weather only injures his tubes and casings.

Experts of the Goodyear Tire and Rubber Company at Akron recently made a practical test of this matter to convince car owners of the facts. A runabout was chosen—made considerably too heavy for the 32x tires that equipped it. The test was made June 24, the hottest June day ever recorded in Akron. The tires were all pumped to 30 pounds, in the cool atmosphere of the garage. After some intermittent driving the car was run at high speed continuously half an hour over hot brick pavement and wood block covered with hot tar. The test included with a little spin at forty miles an hour over hot pavement. The air pressure was measured quickly thereafter. It had increased an average of exactly four pounds.

This was no difference at all, so far as the welfare of the tire was concerned. Goodyear tires are frequently inflated to 30 pounds and over for test purposes, the rim always giving way and the tire sustaining no damage.

Goodyear men declare emphatically that underinflation, not overinflation, is the thing to guard against if tires are to be protected and proper mileage obtained. It is realized that some car owners will insist on using their tires at less than recommended air pressures for the sake of greater comfort, but the result inevitably is shorter tire life. Goodyear recommends especially to such car users, the use of oversize tires, which give greater cushion and comfort and live longer than the smaller sizes, even at recommended air pressures.

NEXT SWEEPSTAKES ARE FOR LIGHT CARS ONLY

300 Cubic Inches to Be New Piston Displacement Limit.

Announcement has been made by Carl Fisher, owner of the Indianapolis Motor Speedway, that for 1915 and succeeding years the piston displacement limit for cars taking part in this biggest of national racing events will be 300 inches. This year's racing demonstration of the soundness of one engineering principle above everything else. The exponents of the high speed, high efficiency, foreign type of motor of small bore have triumphed. The small Peugeot, which finished second, averaging over eighty miles an hour and traveling at times over ninety miles an hour, had a piston displacement of only 183 inches.

Several miles out of Johnston on a narrow part of the highway Uncle Dan's Studebaker six caught up with a road hog who was sending up clouds of dust. In vain Uncle Dan manipulated his electric horn. The car ahead kept doggedly in the center of the lane. Dan reached into a handy sack and extracted a giant torpedo which he hurled toward the other car. It hit the stone road under the car ahead and so with a bang. The road immediately pulsed and the side of the road. Uncle Dan and the Studebaker swept by. As he looked back Uncle Dan saw the crew of the other car frantically inspecting all four tires to find the suspected blowout.

One experience was enough. As he picked up car after car on the narrow mountain road Uncle Dan never hesitated. One torpedo and he had the road. Since then he never takes his Studebaker out on any of the mountain highways without full equipment of torpedoes.

WIRE AND TIRE. Regarding the wire wheel, J. M. Donohue, sales manager of the American Volturite Company of New York, remarks: "I believe the wire wheel has become an institution. Why shouldn't it? It is a thing you consider its advantages? It has been thoroughly tested and proved by foreign as well as American engineers that the wire wheel will increase the tire efficiency 42 per cent, and it was told that by a personal friend who is a well known engineer with one of the most prominent automobile manufacturers in Detroit."

Our Car-Nation car is equipped with wire wheels of the demountable type. We furnish an extra wire wheel as special equipment. It is easy to eliminate tire delays on the road by simply removing three nuts and installing the extra wheel on which, of course, a tire is carried."

Brandt Now With Hudson. Ernest H. Brandt has recently resigned as general manager of the Detroit-Cadillac Motor Car Company of New York, to accept a very important position with the Hudson Motor Car Company of Detroit.

As district manager, he will represent the company in eastern New York, all of New England, northern New Jersey and eastern Canada. His headquarters will be in New York city. Brandt was formerly supervisor of the Eastern States for the United States Motor Company.

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ATTRACTIVE PRIZES FOR MOTOR CARNIVAL

\$5,000 to Be Awarded Winners
in Pageant to Be Held
in September.

DIVISIONS ARE VARIED

There are Ten in All and Prizes
Will Be Given the Winners
of Each Class.

At a meeting of the automobile committee in charge of the Motor Carnival to be held this week in September in connection with the Commercial Tercentenary Celebration it was decided that \$5,000 in prizes be given for the best decorated cars in the various divisions of the parade.

The prizes are to be in the form of trophies or cups for private owners and cash for professional chauffeurs driving these winning cars. This means that there is an incentive not only for the owner but for the driver as well to produce a well decorated car. There are to be ten divisions, including those for florally decorated touring cars, florally decorated runabouts, cars with other than floral decorations, ladies' division, electric car division, grotesque and burlesque, cyclecar, advertising section, and a division for out of town automobile clubs, a large number of which will strive to win one of the handsome trophies offered in this division.

First prize in the touring car division is valued at \$500. In each division there are upward of seven prizes, in addition to cash awards for chauffeurs. Many requests have come to the committee regarding the advertising section, in which many business houses and manufacturers are showing marked interest in their products. Several large department stores plan to enter their entire squadrons of delivery wagons in order to show the efficiency of their delivery systems.

The automobile committee desires to make it clear to prospective entrants that no entry fees or registration fees of any sort will be charged, and furthermore, if a prospective entrant so desire, the committee will furnish artists who will design floats and decorative schemes free of charge. The local trade as well as the industry generally is showing marked interest in the forthcoming carnival, which is found to be one of the features of the tercentenary celebration, and it is safe to say that New York never has seen anything in the way of an automobile parade that will equal the forthcoming one. Information and entry blanks regarding the carnival can be obtained from M. W. Colwell, secretary of the automobile committee, at the offices of the Tercentenary Commission.

TORPEDO FOR "ROAD HOG."

Efficient Remedy for Summer Pest Found in Johnston.

When a "road hog" gets in the way and persists in blocking the road regardless of his speed try the scheme devised by Uncle Dan Schmebel, a veteran motorist of Johnston, Pa. His Independence Day celebration took the form of a jaunt from Johnston to Altoona—a famous mountain road. He had also provided himself with a supply of giant torpedoes of noise makers and fireworks such as are purveyed for unsafe Fourth's.

Several miles out of Johnston on a narrow part of the highway Uncle Dan's Studebaker six caught up with a road hog who was sending up clouds of dust. In vain Uncle Dan manipulated his electric horn. The car ahead kept doggedly in the center of the lane. Dan reached into a handy sack and extracted a giant torpedo which he hurled toward the other car. It hit the stone road under the car ahead and so with a bang. The road immediately pulsed and the side of the road. Uncle Dan and the Studebaker swept by. As he looked back Uncle Dan saw the crew of the other car frantically inspecting all four tires to find the suspected blowout.

One experience was enough. As he picked up car after car on the narrow mountain road Uncle Dan never hesitated. One torpedo and he had the road. Since then he never takes his Studebaker out on any of the mountain highways without full equipment of torpedoes.

Duck to Manage Cushion Wheel Co. George H. Duck, who has been identified with the motor truck industry for several years, has been appointed manager of the Sewell Cushion Wheel Company of New York, with offices at 1790 Broadway. Mr. Duck states that the wheel, because of its cushion feature, will reduce the cost of upkeep and increase tire mileage on commercial trucks, motor buses and motor fire apparatus. The rubber cushion lies between the inner and outer felloes of the wheel, which it is said improves the riding qualities and adds to the life and tractive effort of the solid rubber tires.

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Gasolene Substitutes Are Hard to Provide

SPEAKING of proposed substitutes for gasolene as a motor fuel Joseph A. Anglada, an engineer, says kerosene will not take the place because of the impossibility of starting on kerosene, lack of flexibility, smoky exhaust, the large carbon deposit and bad odor. Benzol will not fill the need because it cannot be produced in sufficient quantity. Benzol is obtained in the making of coke from coal and to produce one gallon sixteen and a quarter tons of coal must be treated. Ether is out of the question because of the high cost of production.

Naphthalene, a coal tar product, has been used in Europe to some extent, but it is necessary to start the engine on gasolene and to melt the naphthalene in a hot carburetor. The unsatisfactory performance of the motor on naphthalene, the high cost of production and the restricted supply prohibit it as a serious consideration. Cresosote, also a coal tar product, has all the disadvantages of naphthalene.

MOTOR IMPROVES WITH AGE.

Dealer Explains Functions of the Sleeve Type Engine.

According to C. T. Silver, New York distributor for Willis-Knight car, the sliding sleeve valve motor is much like old wine in that it improves with age instead of deteriorating. "Of the many features on the Willis-Knight motor which stand out over the old poppet valve type, one of the best is that it becomes better and more efficient with use," says Mr. Silver. "Naturally this is an unheard of proposition in the ordinary gasolene motor, for it is universally conceded that the poppet valve motor becomes noisier and less efficient the longer it is used."

"The reason why the Knight type motor improves with age is that there is no vulnerable part to wear out and become noisy like the valves in the old style engine. For instance, a minute particle of carbon under a valve may prove the destruction of the old mushroom type. And bearing on this it is a fact that every engineer impresses upon the motorist to keep his cylinder generally free from carbon, as even the smallest particle of this substance in a very short time will destroy the valve seat. This is because the carbon in preventing the valves from seating tightly permits the escape of gas and the escape of gas strikes into the valve face through which part of the compressed mixture escapes."

Following out this theory of efficiency in the Willis-Knight motor, Mr. Silver points out that as the Knight type valves are not expected to heat there is no opportunity for the formation of carbon.

NO AUTO BARGAIN SALES.

Showing, Says Ingersoll, the Worth of Advertising.

"To my mind the greatest proof of the value of advertising space in newspapers and periodicals is the fact that manufacturers of automobiles never hold bargain sales." This statement was made by R. E. Ingersoll, manager of Eastern branches of the Reo Motor Car Company. Continuing Mr. Ingersoll said: "Manufacturers of clothing, shoes and of every other kind of line at certain periods of the year hold bargain sales to dispose of surplus product. Their prices are subject to wide variations. But it is notable that automobile factories never use these methods. Indirectly, of course, if an automobile factory finds its product in excess of demand, the work is passed down the advertising line and as a result the sales leap to meet the emergency and the surplus on hand is disposed of. In this way the newspapers and periodicals are subject to wide variations. But it is notable that automobile factories never use these methods. 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